

THE DELAWARE^{AND} HUDSON RAILROAD BULLETIN

*"The
D&H"*

NOVEMBER 1, 1931

LATE AFTERNOON
LAKE GEORGE

A New Day

*N*EVER mind what has been. Remember that every morning begins a new day—a day for fresh endeavor, a day that may and should be filled with hope and gladness. Don't add to your blunders by condemning yourself too harshly for your errors and shortcomings. Better folks than you have made worse mistakes and bigger failures. Forgive yourself as freely and fully as you would forgive another, and go cheerily on, leaving the shadows of regret behind.—ANON.

"The D.H."

The
DELAWARE AND HUDSON RAILROAD

CORPORATION

BULLETIN

"The D.H."

Likes America Best

Born in Germany, Rail Veteran Found Happiness in Adopted Land

LIFE in Germany's laboring class in 1880 held so little in prospect for a lad of seventeen years that BARNEY FARISHON, whose retirement from active service in October, 1930, brought to a close a period of thirty-nine years with The Delaware and Hudson, left his home near Baden to come to America. Had he remained in Germany, three years later he would have had to take the then compulsory military training, and after that return to the more or less drab existence of a German farmer. That is why he and his fifteen-year old sister sailed from Bremen on the New York bound *S. S. Maine*, in 1864.

Immediately after their arrival in America, BARNEY and his sister entrained for Pacific, Missouri, a little town 45 miles west of St. Louis, where an uncle lived. Although he had left Germany on condition that he was to learn the cabinetmaker's trade in his uncle's shop, BARNEY soon tired of that work and, eight months after his arrival, came east to Scranton where he entered the employ of an iron foundry. Although this work was more to his liking, he was still dissatisfied; consequently he returned to Missouri where he was temporarily employed in the Missouri-Pacific's 10-stall roundhouse firing up wood-burners.



BARNEY FARISHON

By this time BARNEY had decided on his life's work; it would be rail-roading, although he could not secure a permanent position until he became of age or secured a release signed by his uncle. BARNEY'S earnest pleas for such permission were futile; he was put to work on a farm instead.

Missouri was then covered with timber, except in those places where farmers had cleared sufficient acreage to plant crops, and the stumps of trees which remained greatly hampered farming operations. Everyone traveled on horseback as there were no improved roads. The owner of the 250-acre farm on which BARNEY worked had a mowing machine and a binder; gang plows and

other modern farming implements had not yet come into general use.

After unsuccessfully trying to secure a position with the Missouri-Pacific without his uncle's consent, BARNEY returned to Scranton where he was able to enter railroad work in the Delaware, Lackawanna, and Western's roundhouse as a boiler washer and hostler. Here he remained for eight years.

While in this roundhouse BARNEY figured in a most unusual incident. One morning the foreman told him to get up steam on the *Factoryville* so that

locomotive could be used on an extra run. As the *Factoryville* carried 130 pounds of steam, BARNEY was sure something was wrong when, with a good hot fire, the steam gauge registered only 20 pounds. The foreman, however, insisted that BARNEY continue to fire her up. BARNEY refused. Angered, the foreman told him to apply a steam gauge which had just been checked; to their alarm it registered 195 pounds, and the pressure was rising! To complicate matters it was discovered that someone had screwed the safety valve down tight. Before he could open it, the gauge registered well above 200 pounds. When the valve was finally opened a large section of the roundhouse roof was blown off and shingles rained all over the premises.

In 1891 MR. FARISHON entered Delaware and Hudson employ in the roundhouse at Green Ridge, Pa., as a hostler, although he was called upon at times to perform various tasks about the locomotives.

Five years later he was transferred to Wilkes-Barre, Pa., where he eventually became foreman under Master Mechanic M. J. Powers. In 1915 MR. FARISHON was put in charge of the roundhouse at Honesdale in which position he continued until that plant was abandoned. He was then made Supervisor of Tools on the Pennsylvania Division under Master Mechanic J. J. BRENNAN, continuing in this work until he was pensioned.

Some Folks Know That:

When you get an idea that the world is against you—it is!

A motion picture film seldom lasts longer than three or four months.

Rainbows have been observed that show no color but red.

If the sun were a hollow ball, it could contain 1,331,000 globes the size of the earth.

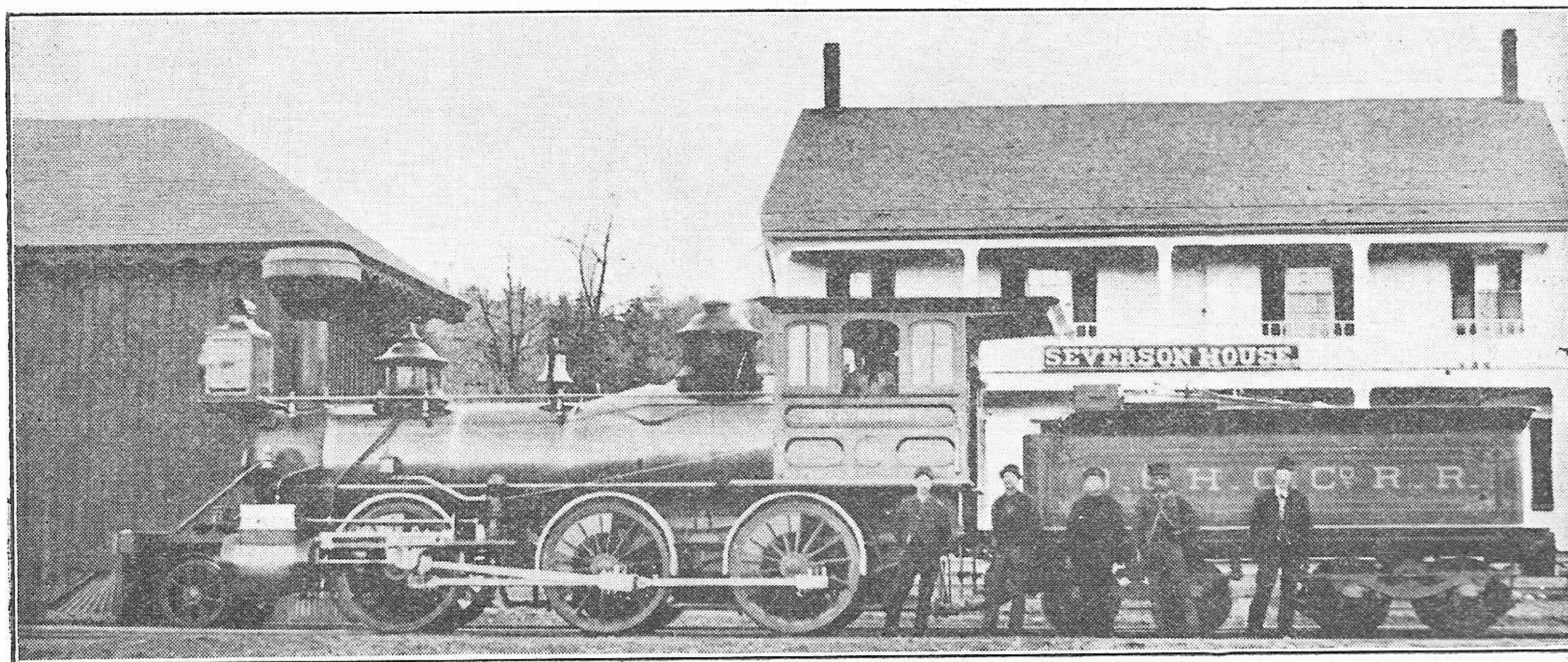
In China, a square mile of soil is capable of supporting 4,000 people.

According to the records of colonial Virginia, the crime of absenting oneself from church was punishable by a fine of fifty pounds of tobacco.

The new sleeping cars on the Canadian National Railroad have an attic instead of upper berths, and gently sloping stairways in place of stepladders. All of which makes lying awake more pleasant.

The average depth of the Pacific Ocean is 12,960 feet; of the Atlantic Ocean, 12,200 feet. The average depth of all the oceans and seas is estimated to be from two to two and one-half miles.

When and Where?



The *R. A. Henry* was assigned to the Oneonta-Albany local freight at the time the picture, loaned by pensioned conductor ABRAM D. CUCK, of Oneonta, was taken in 1873, nearly sixty years ago, and the Severson House at Knowersville, now Altamont, definitely locates the group.

Left to right: Conductor George Ellis, Trainman Frank Deyo, Julius Mull, Henry Kittreger and Harry Willis. Fireman "Bill" Warner is in the cab, while Engineer "Hank" Austin is not shown.

New Lamps for Old

By Arthur D. Little

(Reprinted from "The Technology Review")

THERE are many incidents in the engaging story of Aladdin which taxed the credulity of our forefathers. Today we find science more resourceful than all his genii. We may no longer question Aladdin's palace when our own palatial skyscrapers rise almost overnight to heights beyond his topmost minarets. We do not begrudge him his 80 basins piled high with gems since we ourselves dig diamonds with steam shovels. His flight to Africa for the rescue of his princess was a brief excursion beside those of modern aviators.

The one thing which sticks in Aladdin's otherwise credible story is the easy way in which new lamps were exchanged for old. That is something opposed to all human experience. However dim the radiation from old lamps may be, their possessors cling to them with militant tenacity and are as resentful of the brighter illumination afforded by the new as the owl is of the sun at midday.

Every generation has its vendors of new lamps, and seldom has the exchange for old ones been accomplished until the vendor has given much to boot. There is a vested interest in old conceptions as there is in material things, and intruders are as unwelcome in the one case as in the other. There is no more difficult art than that of selling new ideas, and it is often as dangerous as it is difficult. Prometheus had some ideas about combustion, and the vulture still tears his liver. King Edward I dealt with such matters more considerately: he merely hung a man for burning coal.

Giordano Bruno, the great Italian astronomer of the Sixteenth Century, dared to teach the plurality of worlds and to insist in his "Evening Conversations" that the scriptures were never intended to teach science, but morals only. He paid, at the stake, for his temerity and for his inflexible adherence to the truth after six years' imprisonment at Venice without paper, books or friends, and two years in the dungeons of the Inquisition at Rome.

Galileo's ill-timed discovery that the earth moves around the sun cost him almost as dear. Thirty-two years after the death of Bruno he was arrested for the second time. Believing that the truth has no need of martyrs, the venerable man, who was, perhaps, the most illustrious of his time, saved his life by recantation upon his knees, only to spend his last ten years virtually a prisoner under condi-

tions of remorseless severity. Fortunately, the world still moves.

There is a fundamentalism in science as in religion, and in both spheres of thought vision may be long obscured by smoke screens emanating from authority. Aristotle was an astronomer without a telescope, a biologist without a microscope, a chemist without a laboratory, and yet for nearly two thousand years it was scientific heresy to question his conceptions of natural phenomena. Although his contributions to philosophy made an even more enduring impression upon human thought, his end was that of Socrates, though he drank his cup of hemlock voluntarily and in exile.

The fantastic theory by which Paracelsus explained the burning of wood was accepted for hundreds of years. Wood burned because it contained sulphur, it flamed because it contained mercury, and it left an ash because it contained salt. This idea was at last displaced by the equally fantastic phlogiston theory advanced in the Seventeenth Century by Becker, in whose person were united perhaps for the first time, the chemist and the alchemist. Phlogiston was fire itself, a fatty, inflammable earth present in all substances which could burn. It had weight, and, since it escaped during the process of combustion, what remained weighed less than it had before.

For a century phlogiston shackled the thought of such great minds as those of Priestley, the discoverer of oxygen; Scheele, the Swedish apothecary who discovered chlorine; and even that of Cavendish, the eccentric and enormously rich recluse who kept a million pounds untouched in the Bank of England, and who was the most persistent and ablest experimenter of his time.

It remained for Lavoisier, the Father of Chemistry, to perform in October, 1774, the classical experiment which led him to explain combustion in the terms we now accept; namely, as the union of oxygen and the burning substance. During the French Revolution, Marat, himself a chemist, though of a poor sort, denounced Lavoisier as the "master of charlatans, the putative father of all the discoveries that are noised about, who, having no ideas of his own, snatches at those of others, but having no ability to appreciate them rapidly abandons them and changes his theories as he does his shoes."

He is the subject of a classical picture entitled "The Arrest of Lavoisier." The great chemist, and one of the greatest men ever produced by France, stands in silent dignity as he listens to the reading of the warrant by an arrogant and vulgar fellow in a red cap, behind whom crowd the exulting rabble. The arrest was followed by the inevitable sentence of death from a judge who, in passing it, declared, "The Republic has no need of chemists."

Priestley, the discoverer of oxygen, and otherwise an inoffensive dissenting clergyman, struggling to support his family on insufficient means, was driven from his sacked and devastated home on July 14, 1791, the anniversary of the storming of the Bastille. It is difficult at this distance to trace the connection between the two events as it existed in the minds of the members of the mob, but the clergy of the Established Church had inflamed the people against the Dissenters, and Priestley suffered the usual fate of those who would exchange new lamps for old. He later emigrated to America, where, at Northumberland, Pa., he died and was buried. One hundred years afterward the chemists of America gathered around his grave and there organized the American Chemical Society.

Chemistry now recognizes 92 elements, all of which have been discovered. With the advance of the science, many curious and suggestive relationships between these elements were noted. They seemed to present themselves in family groups in which the properties of the individual members were progressively modified. John Newlands, an Englishman, thereupon arranged a table of the elements in which each succeeding eighth element showed properties thus related to those of the first member in that particular series. He was laughed at. He was asked if he had ever arranged the elements in the order of their initial letters. Yet seven years later, in 1869, Mendeleev, the Russian, disclosed to the world the periodic table of the elements which soon found general acceptance and led to the prediction and discovery of many elements previously unknown. To quote H. C. Bolton, "The Periodic Law has given to chemistry that prophetic power long regarded as the peculiar dignity of the sister science, astronomy."

The price of leadership in intellectual fields is billed in many coins, and the cost of leadership in science has, all too commonly, included destitution and derision. It may be paid, as it was by Madame Curie, in aching years of poverty: years lived in a garret room on one-half franc a day, thinking long thoughts and carrying coal and water up five long flights of stairs.

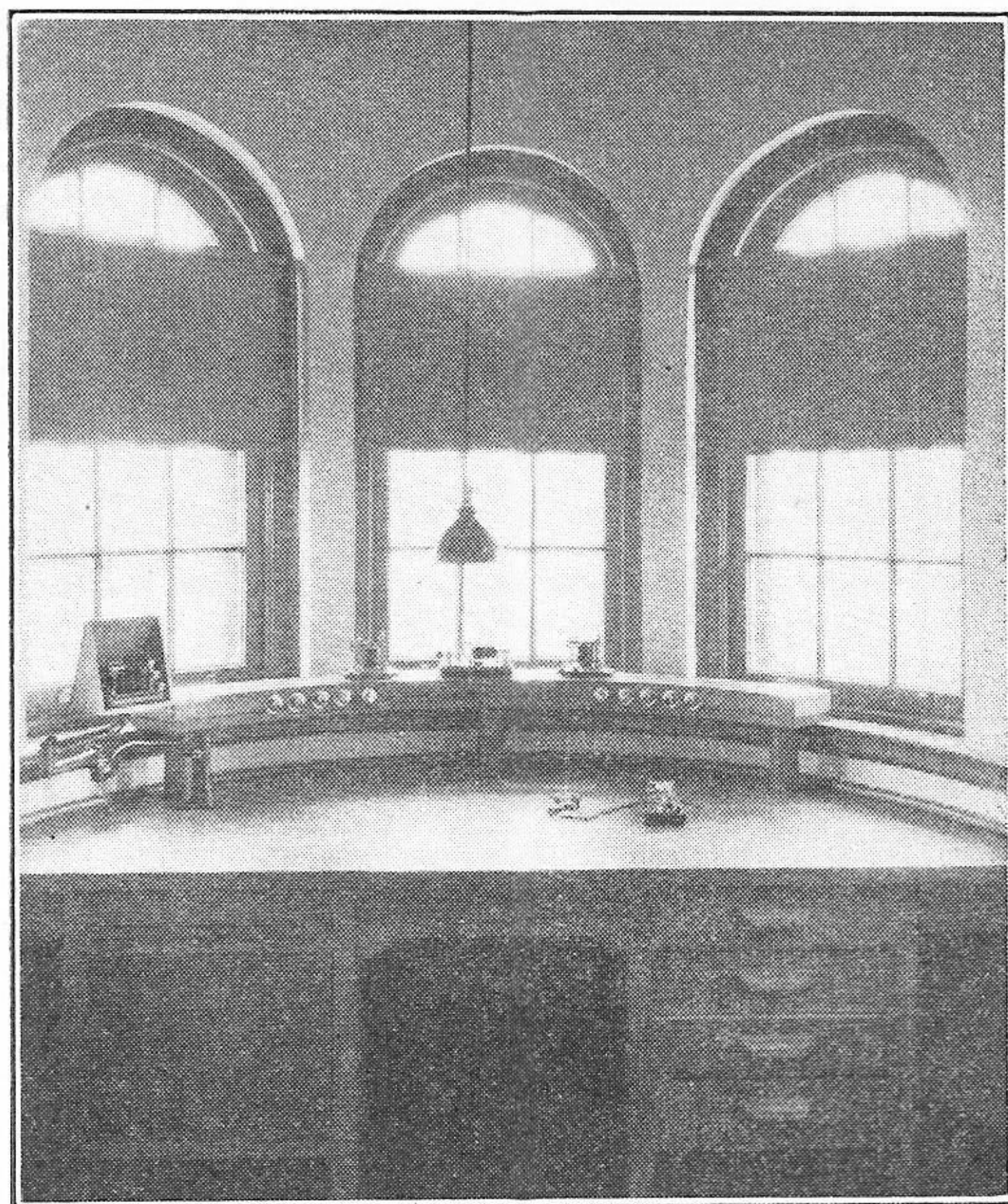
Often the price has been the dogged courage which holds the leader to his course in spite of

physical limitations and disabilities which might well crush another. Pasteur, midway in his career, was the victim of a paralytic stroke which would have broken a weaker spirit. Instead, it spurred him on to greater effort, which resulted in much of his best work. Mendeleev had hardly passed his twentieth year when the physician who examined his weak lungs gave him only six months to live. Undaunted, he lived on for more than 50 years, twenty of which he gave to the development of his monumental periodic table.

Arrhenius, like a viking of truth, battled for years to establish his theory of electrolytic dissociation. Avagadro, although ignored during a long lifetime by his fellow-chemists, was so serenely conscious of the truth of his great generalization that he continued to teach his students that "equal volumes of all gases under the same conditions of temperature and pressure contain the same number of molecules."

(Continued on page 333)

At Lacolle Station



Electrical buttons for controlling signals are conveniently located on the operator's desk, an unusual feature in the design of the modern station at the gateway between the United States and Canada.

Are Our People Getting Mad?

Continuing the Correspondence of Washington Concerning Shays' Rebellion and Its Causes, We Find a Striking Similarity to Exist Between the Conditions of 1787 and Those of Today

FOLLOWING the putting down of Shays' Rebellion, 1786, General Benjamin Lincoln wrote, on February 22nd, the following letter to Washington.

"(February 22, 1787.) I had constant applications from committees, and selectmen of the several towns in the counties of Worcester and Hampshire, praying that the effusion of blood might be avoided; while the real design, as was supposed, of these applications was to stay our operations until a new court should be elected. They had no doubt if they could keep up their influence until another choice of the legislature and the executive that matters might be molded in General Court to their wishes. This to avoid was the duty of government. As all these applications breathed the same spirit, the same answer was given to them.* *

"In this position I remained refreshing the troops who had suffered very severe fatigue. This also gave time for the several towns to use their influence with their own people to return, if they thought proper to urge it, and to circulate among Shays' men that they would be recommended for a pardon if they would come in, and lay down their arms. The second of February I was induced to reconnoiter Shays' post on his right, left, and rear. I had received information by General Putnam before, that we could not approach him in front. I intended to have approached him on the third inst. This reconnoitering gave him an alarm.

"At 3 o'clock in the morning of the third, I received an application from Wheeler, that he wished to confer with General Putnam. His request was granted. He seemed to have no object but his personal safety. No encouragement being given him on this head, he returned a little after noon.

"In the evening of the same day, I was informed that Shays had left his ground, and had pointed his route towards Petersham in the county of Worcester, where he intended to make a stand as a number of towns in the vicinity had engaged to support him. Our troops were put in motion at 8 o'clock. The

first part of the night was pleasant, and the weather clement, but between two and three o'clock in the morning, the wind shifting to the westward, it became very cold and squally, with considerable snow. The wind immediately rose very high, and with the light snow which fell the day before and was falling, the paths were soon filled up, the men became fatigued, and they were in a part of the country where they could not be covered in the distance of eight miles, and the cold was so increased, that they could not halt in the road to refresh themselves. Under these circumstances they were obliged to continue their march.

"We reached Petersham about 9 o'clock in the morning exceedingly fatigued with a march of thirty miles, part of it in a deep snow and in a most violent storm; when this abated, the cold increased and a great proportion of our men were frozen in some part or other, but not dangerously. We approached nearly the center of the town, where Shays had covered his men; and had we not been prevented from the steepness of a large hill at our entrance, and the depth of the snow, from throwing our men rapidly into it we should have arrested very probably one-half his force; for they were so surprised as it was that they had not time to call in their out-parties, or even their guards. About 150 fell into our hands, and none escaped but by the most precipitate flight in different directions.

"Thus that body of men who were a few days before offering the grossest insults to the best citizens of this commonwealth, and were menacing even government itself, were now nearly dispersed, without the shedding of blood but in an instance or two where the insurgents rushed on their own destruction. That so little has been shed is owing in a measure to the patience and obedience, the zeal and the fortitude in our troops, which would have done honor to veterans."

Although Washington was in retirement at Mount Vernon at this time (1786), he maintained his keen interest in public affairs, greatly regretting the general chaos, and helping by correspondence to bring the leading men of the country to a determination to form a more perfect Union.

These letters, dated respectively October 31 and November 5, 1786, were written to Henry Lee, of the famous Virginia family, nicknamed during the Revolution "Light Horse Harry," and now a dele-

gate to Congress; and to James Madison, destined to be the fourth President of the United States. At the time of this correspondence Washington was 54, Madison was 35 and Lee was 30 years old.

The wise patriotism displayed by Washington in his correspondence during this trying period did much to make him the unanimous choice of the country for its first President.

(Above is note in *America, Volume IV*, accompanying letters to Lee and Madison.)

Washington's view of the situation, as set forth in the letter to General Henry Lee, follows. Again he might well have been speaking of our own times.

"The picture which you have exhibited, and the accounts which are published of the commotion and temper of numerous bodies in the eastern States, are equally to be lamented and deprecated. They exhibit a melancholy proof of what our transatlantic foe has predicted; and of another thing perhaps, which is still more to be regretted, and is yet more unaccountable, that mankind, when left to themselves, are unfit for their own government. I am mortified beyond expression when I view the clouds that have spread over the brightest morn that ever dawned upon any country. In a word, I am lost in amazement when I behold what intrigue, the interested views of desperate characters, ignorance, and jealousy of the minor part, are capable of effecting, as a scourge on the major part of our fellow citizens of the Union; for it is hardly to be supposed, that the great body of people, though they will not act, can be so shortsighted, or enveloped in darkness, as not to see rays of a distant sun through all this mist of intoxication and folly.

"You talk, my good Sir, of employing influence to appease the present tumults in Massachusetts. I know not where that influence is to be found, or, if attainable, that it would be a proper remedy for the disorders. Influence is no government. Let us have one by which our lives, liberties and properties will be secured, or let us know the worst at once. Under these impressions, my humble opinion is that there is a call for decision. Know precisely what the insurgents aim at. If they have real grievances, redress them if possible; or acknowledge the justice of them, and your inability to do it in the present moment. If they have not, employ the force of government against them at once. If this is inadequate, all will be convinced, that the superstructure is bad, or wants support. To be more exposed in the eyes of the world, and more contemptible than we already are, is hardly possible. To delay one or the other of these is to exasperate on the one hand, or to give confidence on the other, and will add to their numbers; for, like snow-balls, such bodies increase by every movement, unless

there is something in the way to obstruct and crumble them before the weight is too great and irresistible.

"These are my sentiments. Precedents are dangerous things. Let the reins of government then be braced and held with a steady hand, and every violation of the constitution be reprehended. If defective, let it be amended, but not suffered to be trampled upon while it has an existence.

"With respect to the navigation of the Mississippi, you already know my sentiments thereon. They have been uniformly the same, and, as I have observed to you in a former letter, are controverted by one consideration only of weight, and that is the operation which the conclusion of it may have on the minds of the western settlers, who will not consider the subject in a relative point of view, or on a comprehensive scale, and may be influenced by the demagogues of the country to acts of extravagance and desperation, under a popular declamation

Delaware and Hudson B



At the left of the office building, with its distinctive architecture, replaced by the building described on page 331, to be erected, close to the railroad station and business district is

that their interests are sacrificed * * * But in all matters of great national moment the only true line of conduct, in my opinion, is dispassionately to compare the advantages and disadvantages of the measure proposed, and decide from the balance. The lesser evil, where there is a choice of them, should always yield to the greater. What benefits, more than we now enjoy, are to be obtained by such a treaty as you have delineated with Spain, I am not enough of a commercial man to give any opinion on * * *

In his letter of November 5, 1786, to Madison, Washington outlines another condition now prevalent in our country: the desire of an irresponsible fraction of the population to impose their will upon the majority and to enjoy the advantages of wealth without working for it.

"I thank you for the communication in your letter of the 1st instant. The decision of the House on the question respecting a paper emission

is portentous, I hope, of an auspicious session. It certainly may be classed with the important questions of the present day, and merited the serious attention of the Assembly. Fain would I hope, that the great and most important of all subjects, the Federal government, may be considered with that calm and deliberate attention, which the magnitude of it so critically and loudly calls for at this critical moment. Let prejudices, unreasonable jealousies, and local interests yield to reason and liberality. Let us look to our national character and things beyond the present moment. No morn ever dawned more favorably than ours did; and no day was ever more clouded than the present. Wisdom and good examples are necessary at this time to rescue the political machine from the impending storm.

"Virginia has now an opportunity to set the latter, and has enough of the former, I hope, to take the lead in promoting this great and arduous work. Without an alteration in our political creed, the superstructure we have been seven years in raising, at the expense of so much treasure and blood, must fall. We are fast verging to anarchy and confusion.

"By a letter which I have received from General Knox, who had just returned from Massachusetts, whither he had been sent by Congress consequent of the commotion in that State, is replete with melancholy accounts of the temper and designs of a considerable part of that people. Among other things he says:

'Their creed is, that the property of the United States has been protected from the confiscation of Britain by the joint exertions of all; and therefore ought to be the common property of all; and he that attempts opposition to this creed, is an enemy to equity and justice and ought to be swept from off the face of the earth.' Again: 'They are determined to annihilate all debts, public and private and have agrarian laws, which are easily effected by the means of unfunded paper money, which shall be a tender in all cases whatever.' He adds: 'The number of these people amount in Massachusetts to about one-fifth part of several populous counties, and to them may be collected people of similar sentiments from the States of Rhode Island, Connecticut, and New Hampshire, so as to constitute a body of about twelve or fifteen thousand desperate and unprincipled men. They are chiefly of the young and active part of the community.'

"How melancholy is the reflection, that in so short a space we should have made such large strides

(Continued on page 333)

ilding From the Air



tower, may be seen the present post office which is to be ed north of the present structure. Its convenient loca-
licated by this aerial photograph.

The

Delaware and Hudson Railroad CORPORATION BULLETIN

Office of Publication:
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

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Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

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Your Day

LET every dawn of morning be to you as the beginning of life and every setting sun be to you as its close; then let every one of these short lives leave its sure record of some kindly thing done for others, some goodly strength of knowledge gained for yourselves.—*Ruskin.*

The Easiest Way

THERE is no short-cut to riches." This 'saw' has been drilled into most of us in our early lives, and it is backed by a lot of good, hard facts which prove how true it is. A great many people, though, are governed by an excessive desire to possess wealth—and to secure it immediately through some magic formula. Understandable as this ambition is, it unfortunately takes the wrong direction sometimes.

Here is a fertile field for the stock racketeer—the man with the glib tongue who urges us to purchase securities which have no more real value than the blue sky above. Or he may be peddling stocks of negligible worth at excessive prices, at the same time often encouraging the prospect to exchange valuable securities and bonds or to draw from a savings account. Of course, he will always promise immediate and abnormal returns from his own 'investments.'

The annual loss from sales of fraudulent stocks in New York State alone aggregates well over \$400,000,000, the Attorney-General of that state reports. We can reasonably assume, therefore,

that the money taken from people throughout the country in stock frauds each year amounts to a staggering sum—possibly a billion dollars or more.

New York City, the seat of the financial markets, is the center from which the vast majority of stock operations, legal and illegal, are directed. It is the duty of the Attorney-General of the State to do what he can to stamp out the frauds and to educate the public to be careful about what sort of securities they invest in. For this purpose his department has established a Frauds Bureau to close the crooked concerns. The situation has been summed up as follows by this official:

"Why, if stock frauds are being vigilantly prosecuted, do losses therefrom continue to aggregate staggering sums? The answer must be sought in the fundamentals of human psychology. The stock racketeer, despite his high pressure salesmanship technic, would have little success if it were not for the fact that in our economic life most of us are animated by an understandable sense of cupidity. In our efforts to attain financial security most of us are willing to take what appears to be the easiest way.....The warning to beware of all investments that offer quick and large returns has been broadcast, but I venture to repeat it again. I also might advise everyone to be skeptical of all promises of easy wealth. Always seek the advice of your banker before making securities commitments of any kind."

See-Sawing

A TUG puffed slowly down the Hudson with half a dozen barges behind it. On the deck of one of the latter a "see-saw" had been rigged up and two little figures in bright blue dresses alternately rose and fell in rapid cadence. They were still at it when tug and barges were lost to view.

Few adults will turn to the "see-saw" for recreation—it is too tame—but how many of us while away our idle hours with pastimes equally monotonous and wasteful of time and energy.

It is true that the "see-saw" does give a certain amount of exercise but it cannot stir the imagination or develop the body as much as many other games.

What are we adults doing in our spare time? Are we using it to develop our minds and bodies and to prepare ourselves to meet the tasks of the days to come? If not we too are "see-sawing" the days away just like the two little tots on the barge.

New Post Office

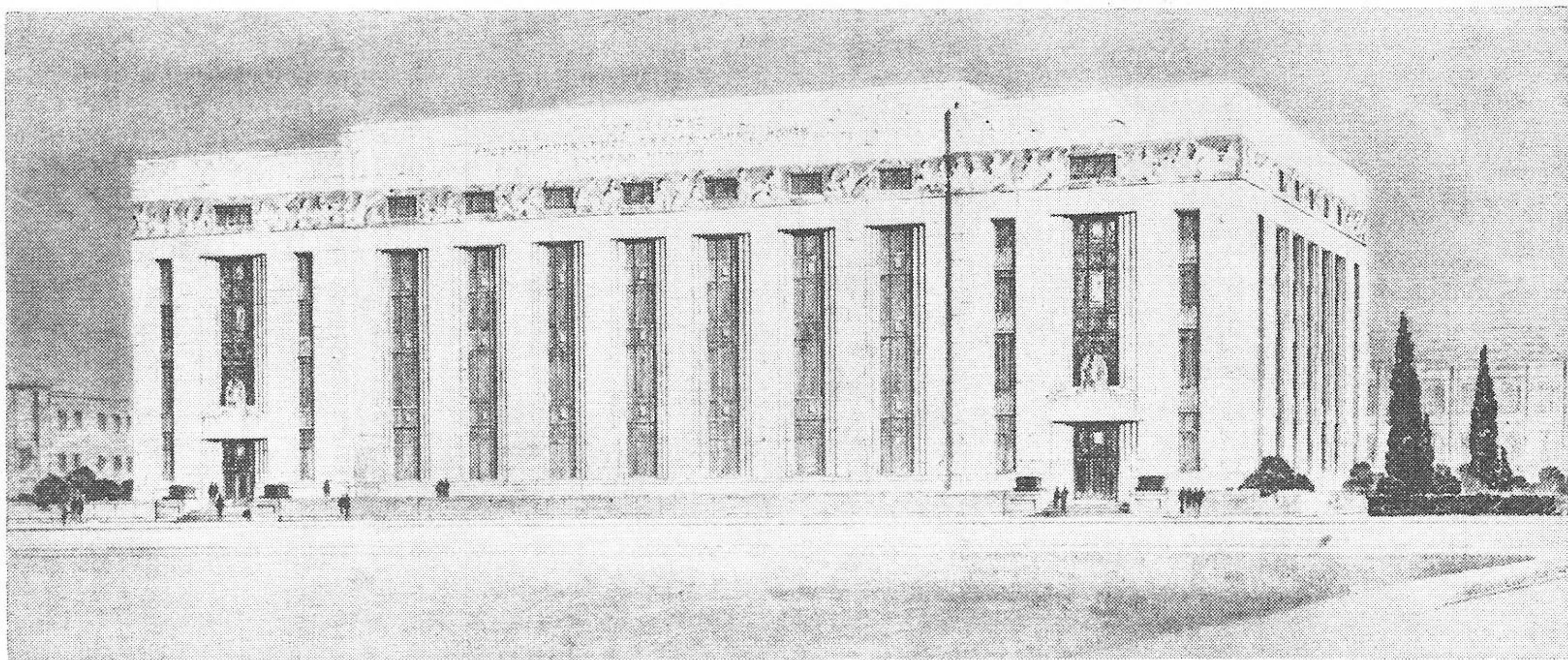
For Albany, N. Y.

ALBANY'S new post office will present the most striking improvement on Broadway since the construction, in 1915, of the Delaware and Hudson building and the Plaza. Buildings which cover an entire city block, with the exception of the present post office, are now being razed to make room for the new structure. The progress which has been made in preparing the site is indicated by a photograph taken from the roof of the Delaware and Hudson freight house, in front of which the new post office will be located.

A mezzanine floor contains locker and shower-rooms for the convenience of postal employees. Four elevators and two great staircases provide access to the various floors.

Quoting the architects' description:

"The building as planned will have, we feel, both dignity and simplicity, and achieve an economy of construction which, within the limits of the appropriation will permit the use of the finest building materials. The building will have a pleasing mass, with a central pavilion and two slightly accented wings, in the Broadway ends of



Architect's Drawing of New Post Office

The architects, Messrs. Gander, Gander, and Gander, of Albany, have given *The Bulletin* permission to reproduce a drawing showing the general appearance of the completed structure. Five stories high and with ample space around it on all sides, the new federal building will present a very pleasing as well as dignified and imposing appearance.

Because of the fact that there is no architecture characteristic of the city of Albany of today, the designers of the new edifice were free to adapt the classic style in which government buildings are usually built to the use of modern methods of construction and operation.

The two main entrances toward the ends of the building will face Broadway. On the rear will be a mailing platform 200 feet long, equipped with vestibules for protection against inclement weather.

which will be placed the two main entrances. The facade will be without columns or cornice; the beauty of the design being achieved by the relation of the masses and the disposition and proportion of the window openings. In lieu of a cornice, the building will be crowned with a splendid frieze, historic or symbolic in character, to be executed by one of America's greatest sculptors."

It is expected that the cost of the new, fireproof building will be about \$1,850,000. With a frontage of 268 feet on Broadway and 150 feet on Maiden Lane the structure provides much needed space for better handling of mail. This will be done on the first two floors, with an area of 67,000 square feet. (The floor area of the old building is 14,000.) The upper floors are assigned to various Federal departments such as courts, Internal

*Bird's-eye View
of Buildings
On Site of
New Post Office
From Roof
of Delaware
and Hudson
Freight House*



Corner of present post office shows at extreme left, while smokestack at right marks railroad station

Revenue, Immigration, War Department, Weather Bureau, etc.

Electus D. Litchfield and N. R. Sturgis acted in a consulting capacity in designing the building.

With the construction, almost simultaneously, of the new highway bridge across the Hudson River and the reconstruction of lower Broadway to eliminate grade crossings, Albany will present a much better appearance to visitors approaching the city, whether by rail, highway, or river.

Why He Worried

The train was racing along at about sixty miles an hour, and Brown was snoozing in a corner of his compartment when he was disturbed by a fellow-passenger rushing along the corridor.

"Excuse me," gasped this excited individual, "but is your wife a rather stout lady wearing a brown costume and a red hat?"

"Yes," replied the astonished Brown. "What's all the excitement about?"

"Excitement!" exclaimed the unknown passenger. "The excitement is that she's just fallen out of the train."

"Good heavens!" shrieked Brown. "Don't stand there doing nothing. Pull the communication cord. She's got the tickets."

Freight Rates

WE hear a good deal about high freight rates on the railroads, and for that reason few of us have any idea of the really low cost of railroad freight haulage.

Actually the charge for hauling freight on American railroads, on the average, is less than a cent per ton per mile. When you think of the labor of moving a ton of anything—in a wheelbarrow, a horse-drawn wagon, or even a modern motor truck—the distance of a mile, it is hard to realize that this service is being performed on our railroads today at such a low rate.

—Washington (Ind.) Herald.

Full Permission

A young London girl who was holidaying in the country became rather friendly with a young farmer. One evening, as they were strolling in the fields, they happened across a cow and a calf rubbing noses in the accepted bovine fashion.

"Ah," said the young farmer, "that sight makes me want to do the same."

"Well, go ahead," said the girl, encouragingly, "It's your cow."

People Getting Mad?

(Continued from page 329)

towards fulfilling the predictions of our transatlantic foes; 'Leave them to themselves, and their government will soon dissolve.!' Will not the wise and good strive hard to avert this evil? Or will their supineness suffer ignorance and the arts of self-interested, designing, disaffected, and desperate characters, to involve this great country in wretchedness and contempt? What stronger evidence can be given of the want of energy in our government than these disorders? If there is not power in it to check them, what security has a man for life, liberty or property?

"To you I am sure I need not add aught on this subject. The consequences of a lax or inefficient government are too obvious to be dwelt upon. Thirteen sovereignties pulling against each other, and all tugging at the Federal head, will soon bring ruin on the whole; whereas a liberal and energetic Constitution, well guarded and closely watched to prevent encroachments, might restore us to that degree of respectability and consequences, to which we had a fair claim and the brightest prospect of attaining
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New Lamps for Old

(Continued from page 326)

In 1876 J. Willard Gibbs buried in the Transactions of the Connecticut Academy a paper with the formidable title, "On the Equilibrium of Heterogeneous Substances." It took the world 30 years to discover that "he had founded a new department of chemical science comparable in importance to that created by Lavoisier."

When stereochemistry was born with the publication of Van't Hoff's "Chemistry in Space," its author met with imperturbable good nature the storm of ridicule and sarcasm which his views aroused. Kolbe, a contemporary of ponderous authority, found stereochemistry as dangerous and pernicious as the belief in witchcraft. He characterized it as absurd and unintelligible, the product of hallucinations presented with astounding assurance and audacity. To further relieve his mind he wrote: "A certain Dr. J. H. Van't Hoff of the Veterinary College, Utrecht, appears to have no taste for exact chemical research. He finds it a less arduous task to mount his Pegasus (evidently borrowed from the Veterinary College) and to soar to his Chemical Parnassus, there to reveal in his '*La Chimie dans l'Espace*' how he finds the

atoms situated in the world's space." Van't Hoff was not disturbed. "He photographed the most decrepit horse to be found in the veterinary stables, labelled it Pegasus and hung it on the walls of the University of Utrecht."

Gentleness, transparent honesty, and love of truth were conspicuous elements in the character of Charles Darwin, yet few men have been the exciting cause of more violent controversy. It has ranged from Bishop Wilberforce to Mr. Bryan, from Oxford to Tennessee. "The origin of Species," which raised the storm which has not yet wholly abated, was published in 1859. It was the Herculean effort of a man of whom his son wrote: "For nearly forty years he never knew one day of the health of ordinary men and his life was thus one long struggle against the weariness and strain of sickness."

(To be continued)

The Spirit

A THOUSAND books on etiquette will not teach us to be courteous. The closest observance of conventional forms is not enough.

It's the spirit of the thing—not so much what we say as how we say it; not so much what we do as how we do it.

Like the quality of mercy, courtesy "blesseth him that gives and him that takes." See the friendly smile you give quickly reflected back to you.

—The Great Western.

Poker Terms

A shoe store advertised in its window with a sign, "Shoes sold on poker terms," and below the sign was a plate containing three silver dollars with a sign, "Three of a Kind Take Any Pair."

A customer asked for a pair of shoes, size nine, and after being fitted, told the clerk to wrap up two pairs, and then tendered him three dollars in payment.

The clerk politely informed him that the charge would be \$6 for the two pairs.

The customer called for the owner of the store and demanded, "Are you going to live up to your terms as stated in the window?"

"Certainly," said the owner.

"Well," said the customer, "any poker player knows that three of a kind always take two pairs."

"Yes," said the owner, "but not four nines."

Public Unemployment Insurance

UNEMPLOYMENT benefit and insurance schemes, unless coupled with other measures for preventing unemployment or reducing its volume, offer only a temporary palliative and not a permanent remedy. Such is one conclusion of a comprehensive study of unemployment benefit and insurance plans in operation throughout the world that has just been completed by the research staff of the National Industrial Conference Board.

One of the chief difficulties in applying insurance to unemployment, as brought out by an analysis of the various types of unemployment, is that hardly any of these meet the requirements of an insurable risk. Insurance must be effected on a mathematical basis, but the conditions that determine most types of unemployment do not permit mathematical computation. It would require data extending over a prolonged period, perhaps fifty years or more, to lay the actuarial basis for a fair average of depressional unemployment. Such data are conspicuously lacking in the United States.

Another difficulty is that payment of out-of-work benefits tends to create more unemployment through the natural psychological response of wage-earners to the opportunities held out by an insurance scheme, so that the risk is increased by the very effort to cover it by insurance.

In reviewing the history of unemployment insurance plans in foreign countries, The Conference Board finds that wherever such plans have been developed they have begun with voluntary co-operative arrangements among groups of workers and that these arrangements have sometimes grown to large dimensions. As more coverage and larger benefits became necessary, these voluntary systems were supplemented by governmental subsidies and by legislative measures intended to include a larger percentage of workers than could be reached by the purely voluntary arrangement. In several small countries having concentrated populations a high degree of coverage has been reached, but in France, whose system is on this basis, the total coverage and the percentage of workers included are comparatively small.

In other European countries, notably Great Britain and Germany, and in the state of Queensland, Australia, compulsory unemployment insurance systems under public control have been estab-

lished. The first British law, applying to a limited number of industries, had promising results for several years under favorable conditions, but the more comprehensive law, adopted in 1920, has never been wholly satisfactory in operation, in spite of many changes and amendments. The system was not designed to meet conditions involving percentages of unemployment as high as those which have prevailed in Great Britain constantly since 1921, and consequently it has been kept in operation only by large and increasing advances from the public treasury, which necessarily have been reflected in the tax levies.

The experience of Germany with emergency plans between the end of the World War and 1927, and with her general unemployment insurance law since the latter year, has been similar to that of Great Britain in many ways, in spite of efforts to frame the law so as to avoid the defects of the British system.

"When the question whether public unemployment insurance is desirable and practicable in the United States," concludes the report, "is considered in the light of available experience, it becomes clear that the adoption of such a system involves many difficulties and disadvantages. No means are available for determining and stabilizing the risk in advance, if there is any possibility at all of doing this. To preserve the safeguarding provisions of such legislation and forestall dangerous relaxations of necessary qualifications and restrictions might prove even more difficult than to devise proper provisions in the first instance. While the opportunity remains to work out an answer to the problem wholly or largely by private co-operative endeavor, it would seem that all possible effort should be directed to that end."

Ounce of Prevention

A small boy, leading a donkey, passed by an army camp. A couple of soldiers wanted to have some fun with the lad.

"What are you holding on to your brother so tight for, sonny?" said one of them.

"So he won't join the army," the youngster replied quickly.

Clicks from the Rails

Move Ford Plant

Ten special freight trains each carrying \$250,000 worth of machinery, were required to move the Ford Motor plant from Manchester to Dagenham, near London, England, over the London, Midland & Scottish Railway. Four hundred cars, carefully packed with equipment, were assembled in such a way that it was possible at Dagenham to unload each piece in order, placing it in position with no loss of time.

Engineer—Violin Maker

During his forty years as an engineman Dan Waters, retired Rock Island employee, constructed 191 violins and won numerous awards in musical contests. Since his retirement he has spent all of his time at his profitable hobby. He expects to visit Europe in the near future at which time he will call on Wilhelm Daurrschmidt, a German, from whom he orders his supplies.

Bull Halts Limited

A bull broke loose in the Pennsylvania Railroad yards at Pittsburgh recently and operations were momentarily halted while porters, trainmen, and police attempted to drive the beast from the station where it had taken shelter. It was finally killed by a policeman who gave chase in a radio scout car.

Gold in Yards

While walking through the yards of the Denver & Rio Grande Western, a metallurgist noticed quantities of gold-bearing ore on the ground which had been dropped there while it was being loaded into cars by steam shovels. He contracted to clean up the dirt and extract the gold for seven and one-half per cent of the net profits. The offer was accepted and the railroad gold mine is now being worked.

Tigers in Mexico

A Circus train wrecked eighteen years ago is believed to be responsible for the existence near Villa del Carbon, Mexico, of a group of ferocious Bengal tigers which prey on cattle. At times they have been known to attack and kill human beings.

Train Hits Plane

When an airplane hits a train, that's not news, but when a train collides with an airplane, that's news! Recently a pilot was forced to land on railroad tracks at Charlotte, N. C., and a few minutes later a train tore through the wreckage, practically cutting it in two.

Light Milk Cans

A new design of milk can, made of aluminum, will be 30 per cent lighter than those commonly in use at present, weighing slightly more than 16 pounds instead of 24. For obvious reasons the new cans are expected to be popular with dairymen and railroaders.

French Diners

In French dining cars the stoves are only to keep food warm; it is cooked in the stations en route. Ordinarily two waitresses and a steward take care of an entire car. The service is generally efficient and the food good. The menus of European railroad diners also carry advertisements of every description.

Fire Prevention

Engines on the Milwaukee Road are practically all equipped with fire hose to combat any fires originating in the yards or along the right-of-way. Many thousands of dollars are saved annually by these fire fighting locomotives.

Wandering Freight Car

Freight car No. 41488 of the Central Vermont covered a total of over 38,500 miles, more than one and one-half times the circumference of the earth, after leaving its home line before it returned eighteen months later. Although designed to carry automobiles, the car traversed every state in the Union and all the provinces of Canada except Nova Scotia carrying everything from automobiles to wheat.

Pork Via Pipe Line

While a twenty-two-inch pipe line was being laid from Texas to Indiana a drove of 190 choice porkers disappeared. After a thorough search had been made of the adjacent countryside, the owner became suspicious of the pipe line. His suspicions were justified, moreover, when with many a grunt the drove emerged from its newly acquired home, much to the satisfaction of all interested parties.

Funerals Prevented

A number of funerals were probably prevented not long ago when Engineman M. Thell of the Missouri Pacific brought his train to a stop to permit a funeral procession to continue over a crossing. The drivers paid no attention to his whistle or bell so he applied the brakes in emergency to avoid an accident.

Owns Lincoln's Berth

A Pullman car berth once occupied by President Abraham Lincoln and removed from the car by C. C. Mason, for 50 years head of the upholstering department of the Pennsylvania, is now owned by Miss May Barry of Selinsgrove, Pa. It is covered with dark velour, excellently preserved. When not in use, the berth folds up like the berths now used on sleeping cars. Mr. Mason used the berth for a bed for many years.

Happiness

MOST men seemingly work so hard to achieve happiness. They complicate their lives needlessly. Thinking that things by themselves have magic to create happiness, they accumulate things. But that magic which creates happiness must be within themselves. They must have the mental and emotional equipment of the poet, who, as Goethe wrote, "carries in his bosom a treasure that is ever of itself increasing." Generally happiness is to be found, not by fighting for it, but by surrendering to it.—NET RESULTS.